

JORDAN
*Great Line —
— Ninety*





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THE Jordan Great Line Ninety was designed and built specially for a certain definite group of individuals — those admirable people who want more than just a luxurious looking automobile. We call them the Top Ten Thousand.

They are the experienced motor car owners who, in the past, have had to buy the more expensive cars to get anything like Jordan quality, style, service—and performance.

They want that smooth and thrilling something about the wheel—an easy threading through the traffic—a car for a thousand miles of open road—lithe—lean—low—trim—fast—easy to handle—eager to go.

They can't afford to feel cheap. They can't endure the commonplace. They simply can't be like everybody else.

That's why we have built the Great Line Ninety. It provides a means of self-expression to those who have learned

how to enjoy the better things of life—the Top Ten Thousand. It's an Eight, of course—the only type of motor that satisfactorily meets the most exacting demands for power, smoothness, flexibility, and present day performance.

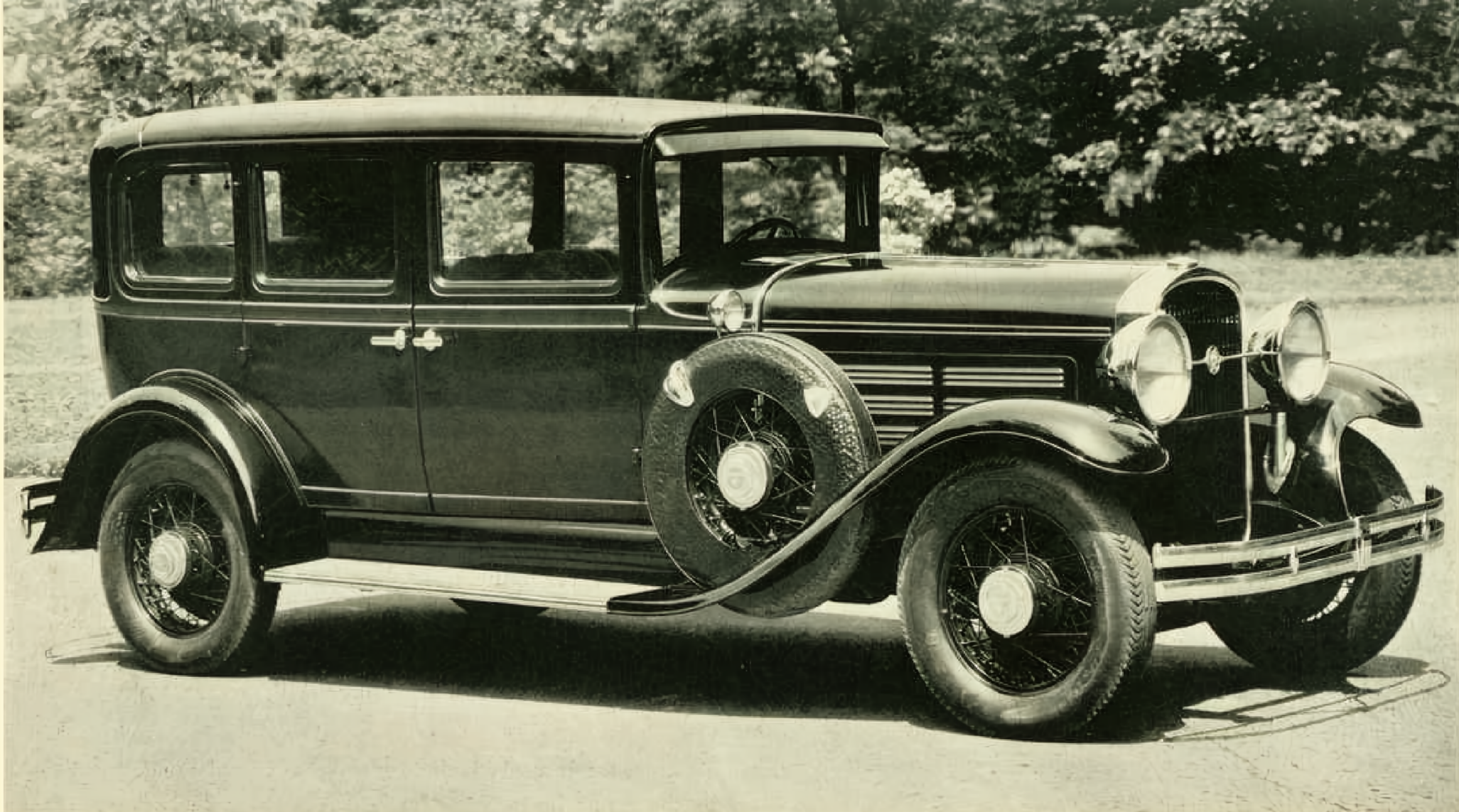
Rugged and reliable as Jordan cars have always been—but without unnecessary bulk.

But this Jordan is more than just a motor—just a transmission—just an axle. It's a car of personality and charm—with style, good looks, little touch of adventure, thrill, speed, pep, get-up-and-go.

The love for Jordan which owners feel can best be understood by the man who owns a scrappy Airedale that he knows can whip a bear.

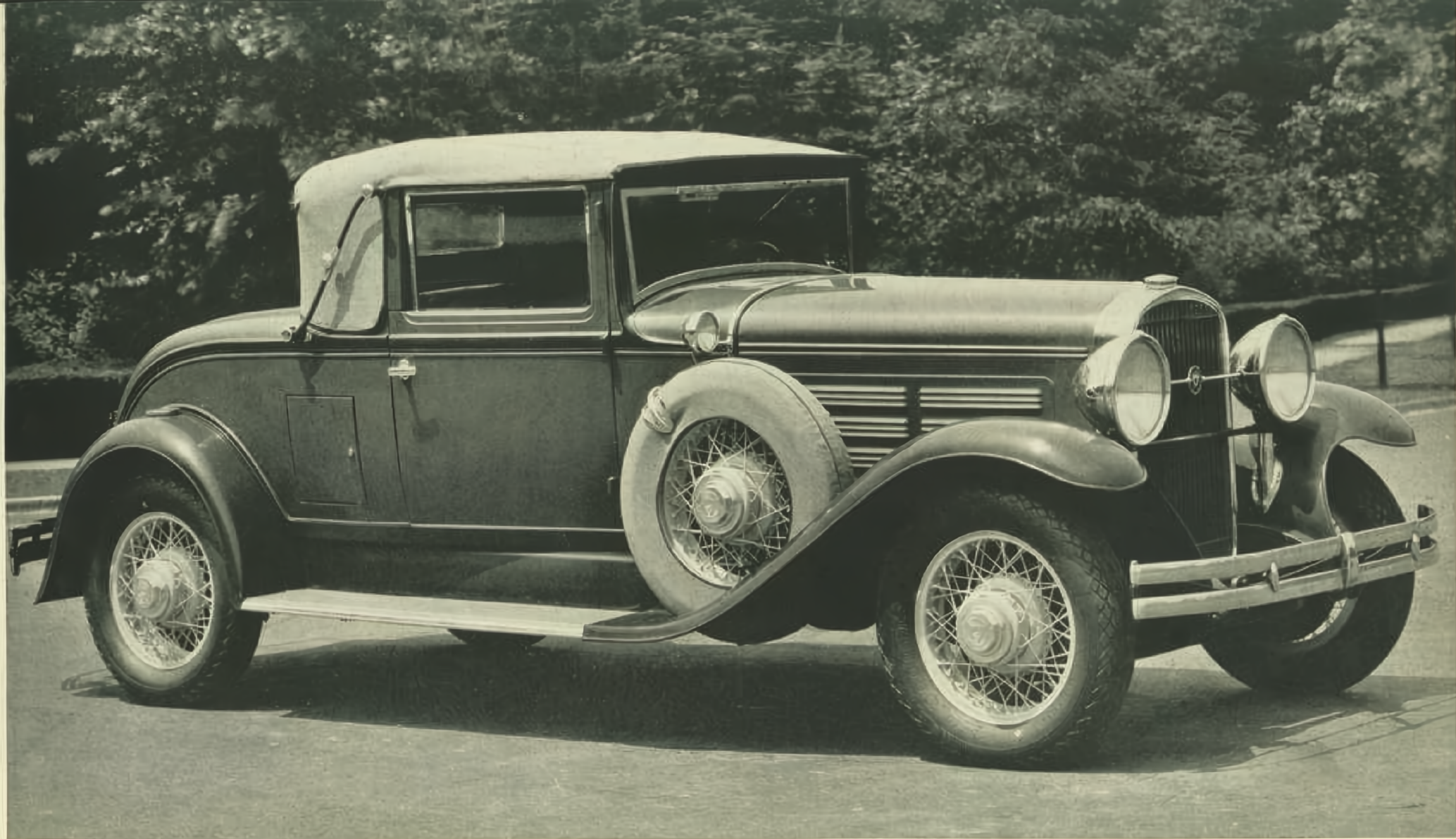


Edward S. Jordan



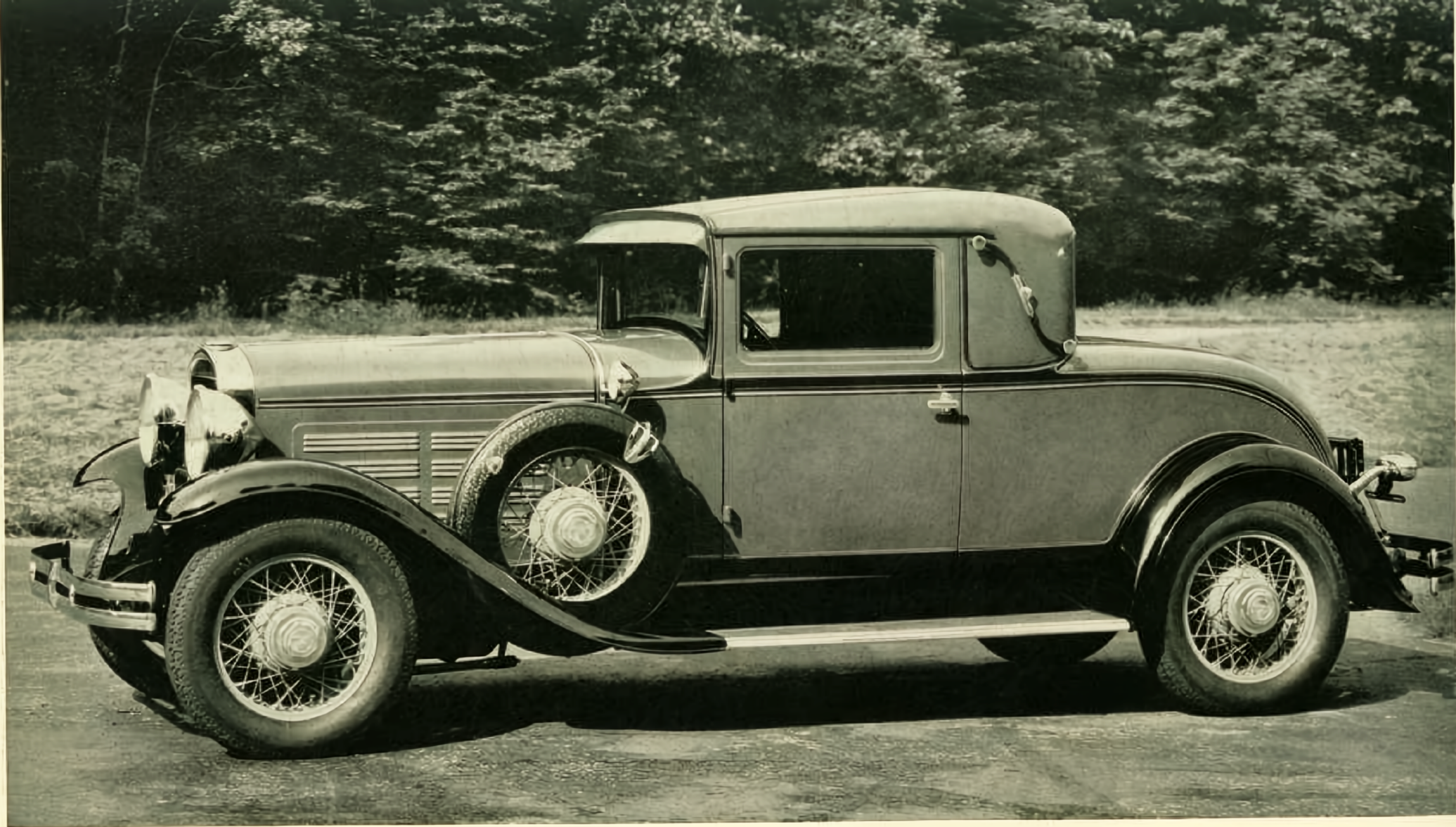
The **JORDAN** *Great Line Ninety Five-Passenger* **SEDAN**

A roomy family car of rare comfort—with distinctive style—speed—balance—and rugged reliability without excess weight. Rear seat divided by folding arm when desired. Front seat adjustable.



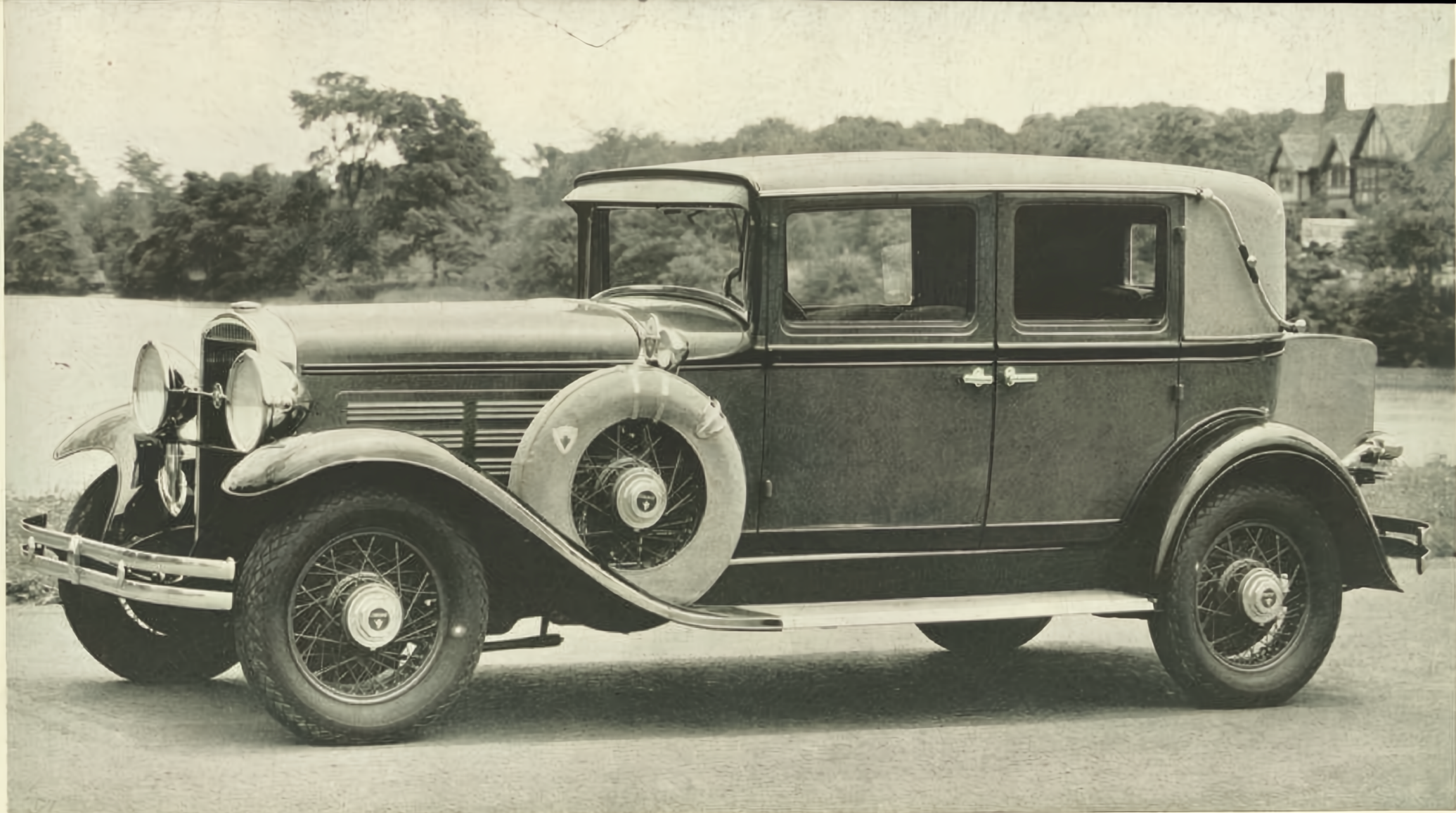
The **JORDAN** *Great Line Ninety Convertible* **COUPE**

A swanky Burbank top which goes down easily for the pleasant weather—up in a minute if it storms. Rumble seat for the extra couple. Luggage room for a foursome. Seat is adjustable, and upholstered in leather.



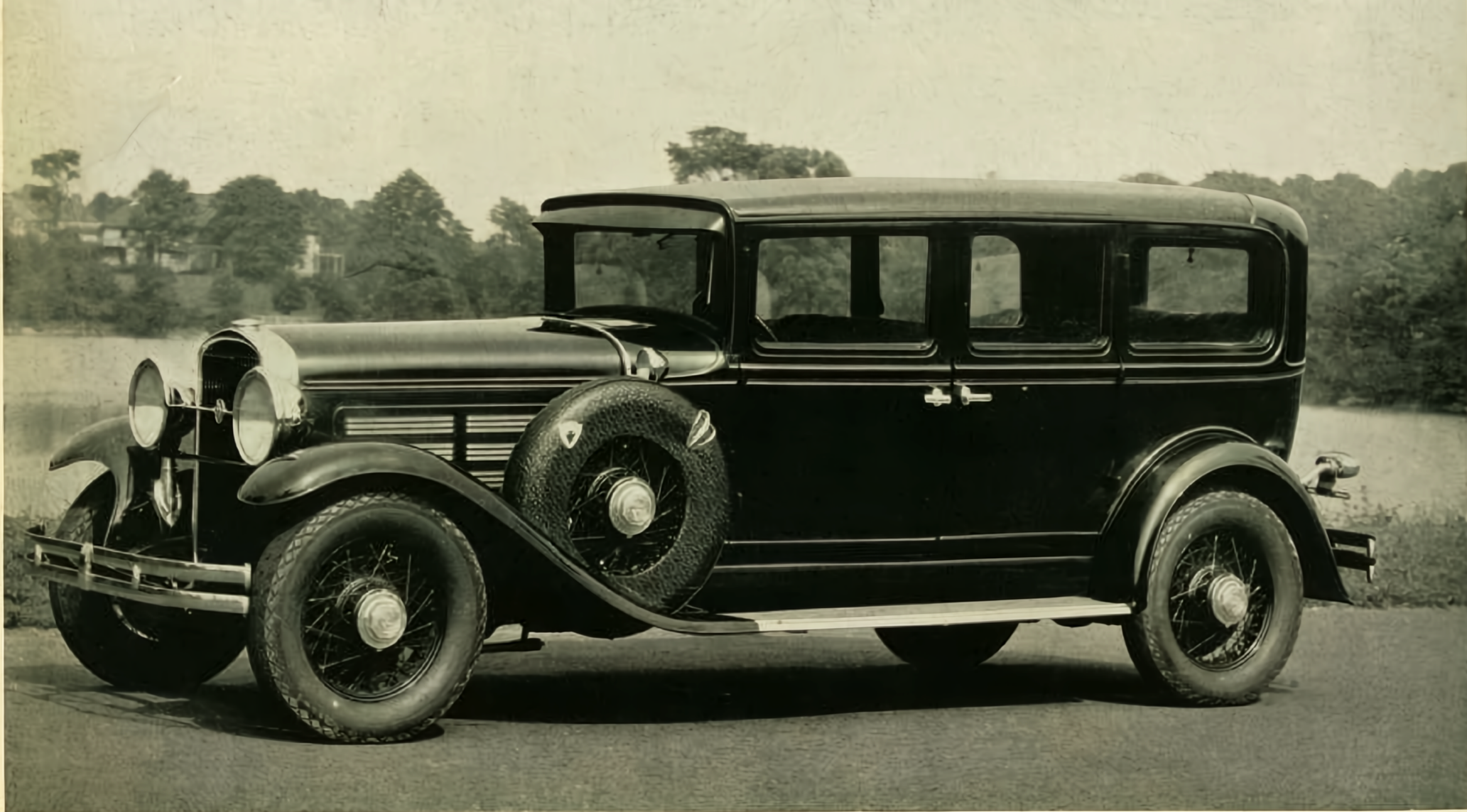
The **JORDAN** *Great Line Ninety Three-Passenger* **COUPE**

Compact enough to be used as a personal car—yet three may ride in comfort—with two more in the rumble seat—and the rear window open if you wish. Seat adjustable forward and back.



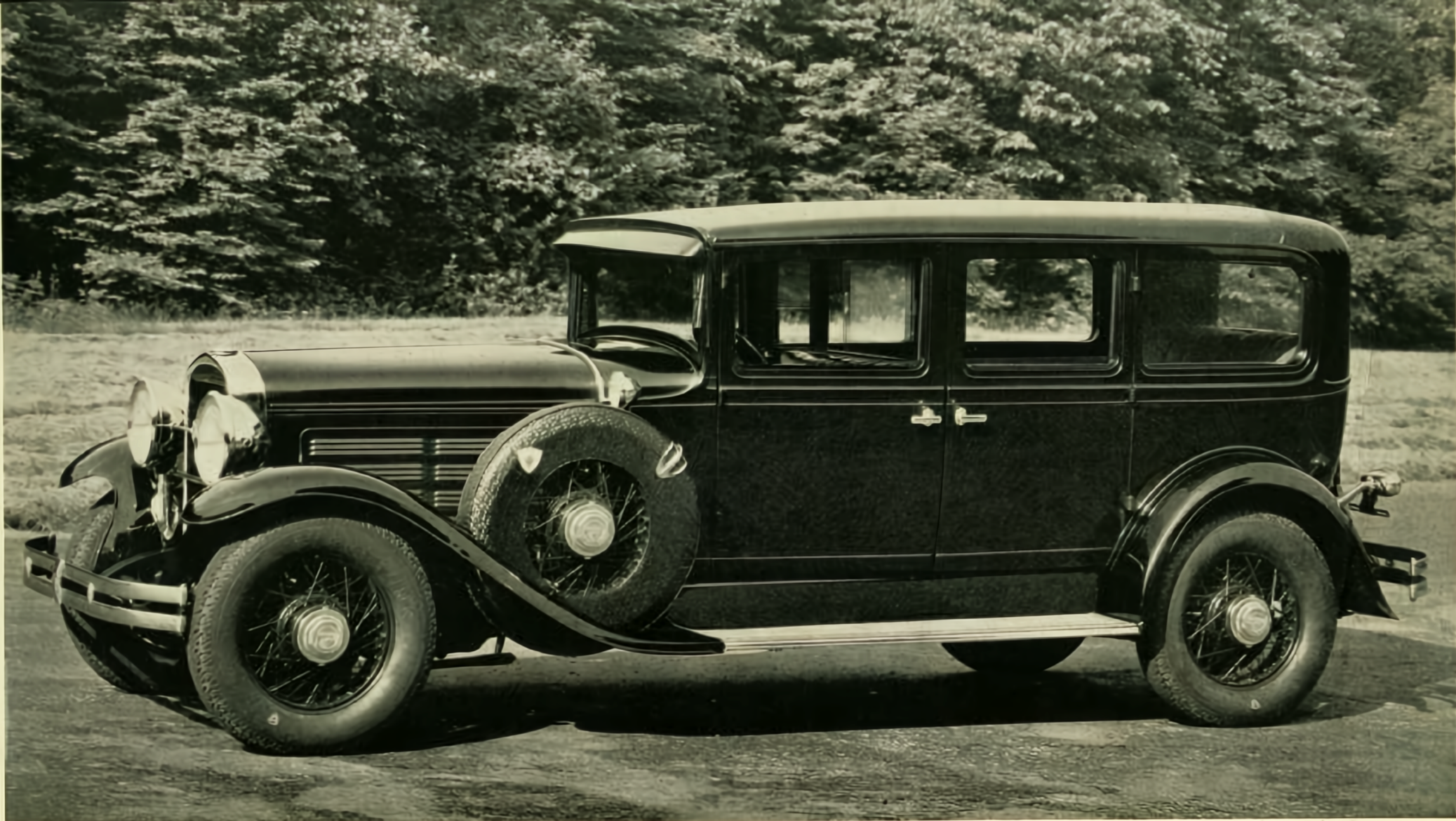
The **JORDAN** *Great Line Ninety Sport* **SEDAN**

A fast, aggressive, beautifully balanced, four-passenger model, possessing all the fascinating snap and dash and style usually associated only with the open sport cars. A trunk for a week-end in the mountains—everything you want in equipment—a hundred little things to please the eye and enhance your comfort.



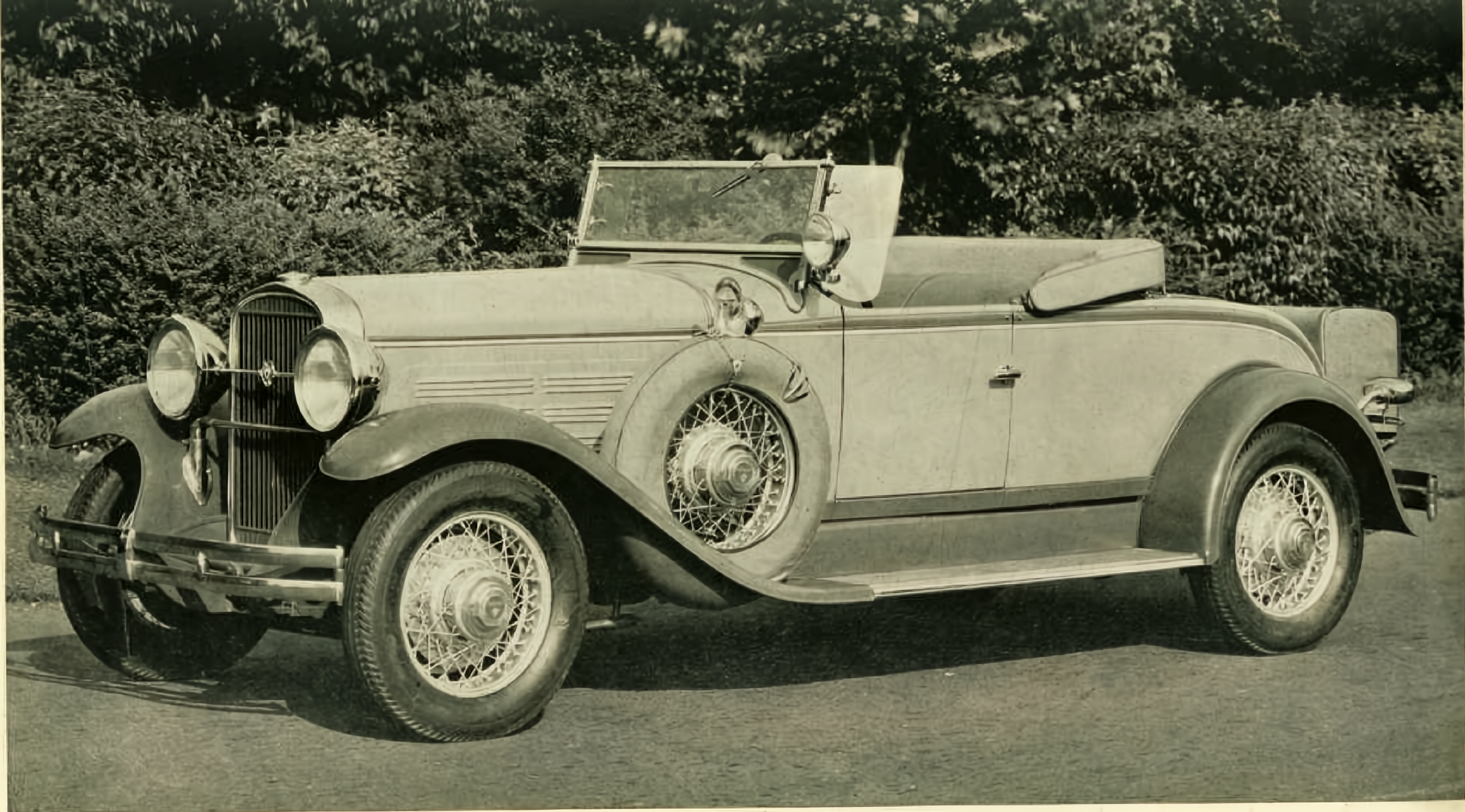
The **JORDAN** *Great Line Ninety Seven Passenger* **SEDAN**

Spacious in capacity—built on a longer wheelbase—yet exceedingly trim in line and contour. No unsightly overhang. No cumbersome extra weight. Easy to steer. Economical in service.



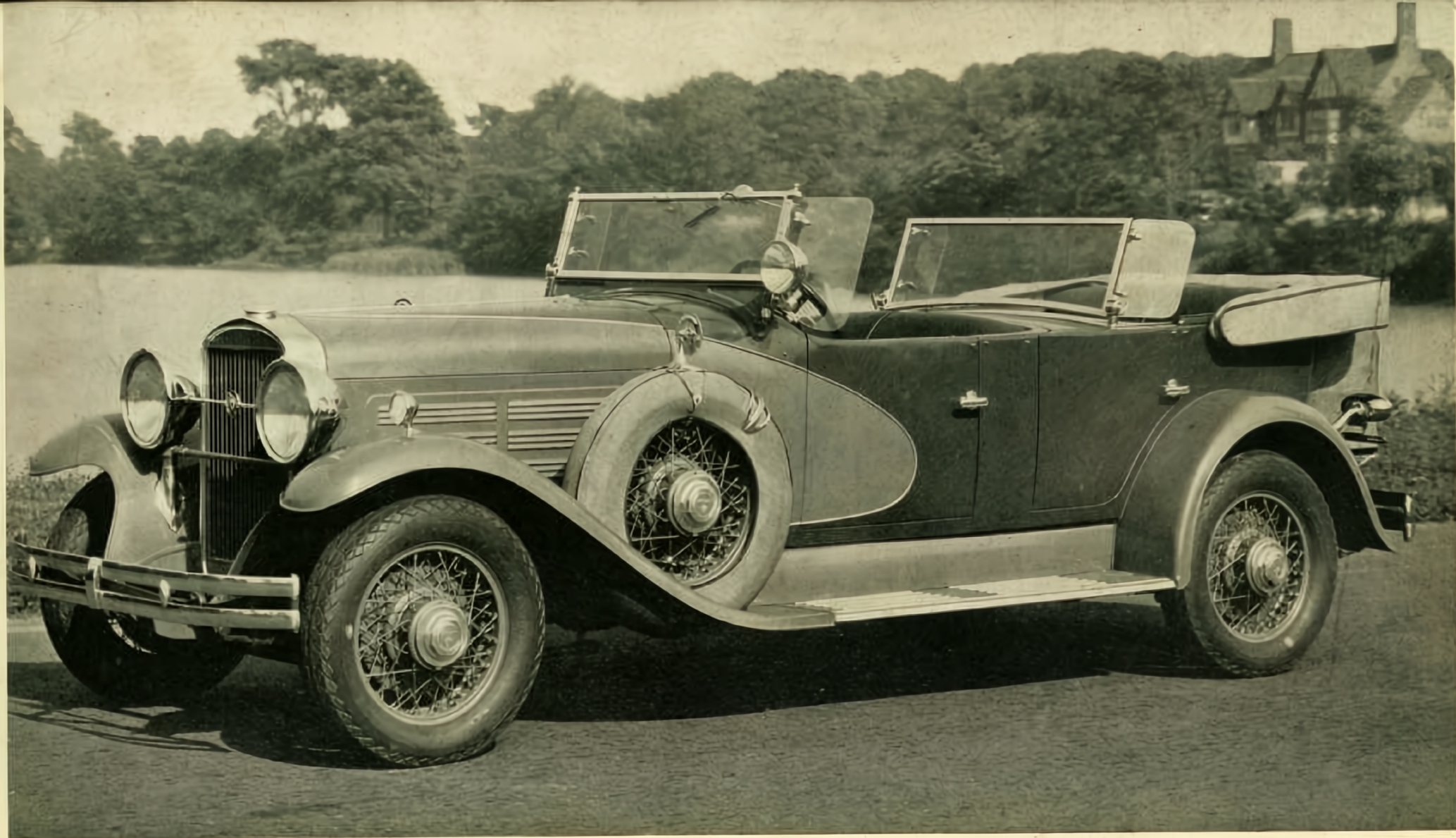
The **JORDAN** *Great Line Ninety* **LIMOUSINE**

Front compartment done in leather. Two folding seats and a broad, deep cushioned rear seat provide comfortable room for five in the rear compartment, separated from the driver's seat by a sliding glass partition.



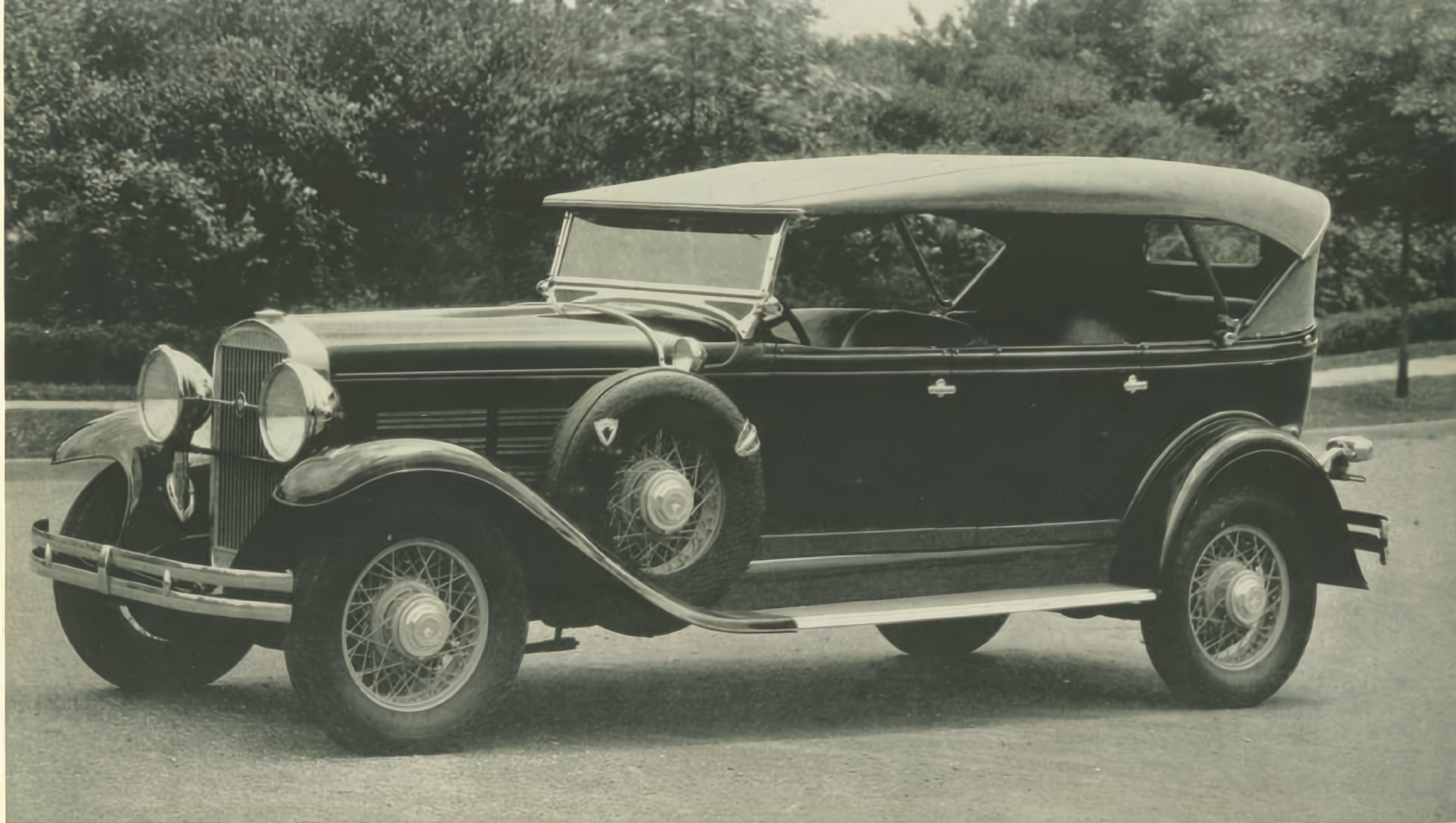
The **JORDAN** *Great Line Ninety* **PLAYBOY**

Built in limited numbers for those rare people who love an engagement with the wandering wind—for the girl with a tickle in her accelerator foot—for the boy with an itch in his steering hand. Of course there's a trunk, mirror, wire wheels, tire covers, spotlights and everything—there'd have to be—it's the Playboy.



The **JORDAN** *Great Line Ninety* **SPEEDBOY**

A flash of color in the world—a dance of flying shadows on the road—a brawny, graceful thing, full of the vigor of all outdoors—a car for the girl who breaks ninety—or for a man's man—that's certain. Yes, of course, it's a beautiful car.



The **JORDAN** *Great Line Ninety Seven-Passenger* **TOURING**

A graceful car, built to carry seven—without the bulging lines and extra bulk so frequently associated with extra seating capacity. Style and comfort, far beyond the ordinary. Speed—power—and Jordan reliability.

MECHANICAL SPECIFICATIONS *in* DETAIL

AXLE—Front I beam section, with forged spring seats, bronze spindle pin bushings, anti-friction steering spindle bearings, adjustable taper roller wheel bearings, designed with large factor of safety to take torque of front wheel brakes.

AXLE—Rear semi-floating, banjo type pressed steel housing. Axle shaft forging of high alloy chrome steel, heat treated, splined into differential side gears, keyed to wheel hub, $1\frac{1}{2}$ " diameter at outer bearing end. Removable at wheel end of housing. Double taper roller bearings at each wheel adjustable by shims.

BATTERY—Three-cell, six-volt, 15-plate, 105-ampere hour capacity, located under left front seat.

BODIES—Full vision, custom type, wood and steel frame with sheet metal panels.

BRAKES, SERVICE—Four-wheel, hydraulic, internal expanding. **BRAKE DRUM**—14" inside diameter with shoes $1\frac{3}{4}$ " wide.

BRAKES, HAND—External contracting; on transmission main drive shaft. Drum 8" outside diameter; band width 2"; operated by hand lever.

CARBURETOR—Plain tube double type, with idle adjustment, equipped with air cleaner and accelerating pump.

CLEARANCE—Road clearance 8".

CLUTCH—Single plate dry disc; diameter $9\frac{3}{4}$ ". Requires no adjustment except for pedal clearance at floor board. Clutch disc vibration absorbing, preventing transmission gear noise at high speeds. Ball type clutch throwout bearing, roller type clutch shaft pilot bearing. Clutch springs insulated from pressure plate to prevent heat being transmitted to springs.

CONNECTING RODS—I beam section, drop forged, $9\frac{3}{4}$ " between centers. Crankshaft bearing is babbit, cast in rod by centrifugal force, $2\frac{1}{4}$ " diameter, $1\frac{5}{16}$ " long.

CONTROL—Conventional left hand drive, center control. Spark, throttle and light switch levers, horn button on top of steering column. Coincidental ignition and steering lock located at steering column to instrument board bracket. Stop signal light operates with brake pedal by hydraulic switch. Back up light operates when gear shift lever is in reverse gear position.

COOLING SYSTEM—Water (capacity 18 qts.) circulated by centrifugal pump. Water pump with 17" fan assembled as unit driven by V-type rubber belt. Extra large water passages surround cylinders and cylinder head. Cellular radiator with detachable chrome plated shell, built in radiator shutter, thermostatically controlled.

CRANKSHAFT—Drop forged of selected steel double heat treated, dynamically and statically balanced. Counter weighted to give perfect balance at all speeds; supported on five main bearings $2\frac{3}{8}$ " in diameter. Crankshaft drilled to permit oil under pressure to be forced to connecting rod bearings. Vibration dampener.

CAMSHAFT—One-piece drop forging of selected steel fully machined, supported on five babbit bearings, front $2\frac{5}{16}$ " diameter, second $2\frac{1}{4}$ ", third $2\frac{3}{16}$ ", fourth $2\frac{1}{8}$ ", rear $1\frac{1}{4}$ ". Bearings line-reamed in case. Crankcase webs are drilled to camshaft main bearings, oil under pressure is forced through these passages to bearings.

CYLINDERS—Eight cast enbloc integral with crankcase with detachable cylinder head.

DRIVE—Hotchkiss type. Drive and torque through rear springs, drive from transmission shaft to rear axle through two universal metallic type joints and propellor shaft.

ENGINE—Eight-cylinder, water-cooled, four-cycle. Bore 3", stroke $4\frac{1}{4}$ ". S.A.E. horse-power 28.9; actual brake horse-power 85 at 3200 r.p.m. Piston displacement 268.6 cu. in. Suspension, front stamped pressed steel torque absorption cross member bolted to engine bed and mounted on rubber in frame brackets. Unit type power plant firing order 1-6-2-5-8-3-7-4. Full force feed lubrication to all crankshaft, camshaft, and connecting rod bearings, positive flow to timing chain and sprockets. Piston and piston pins are lubricated by spray from connecting rods. Maximum torque 180 ft. lbs.

ELECTRICAL SYSTEM—Single wire, six-volt, two-unit system, generator third brush regulation, starting motor with Bendix drive, battery heavy duty.

EQUIPMENT—Gasoline filter; oil filter; hydraulic shock absorbers front and rear of car; air cleaner; oil gauge; ammeter; dash gasoline gauge; speedometer, automatic clear-all windshield cleaner; stop and back up light; cowl lights; coincidental lock; rear vision mirror; cigar lighter; smoking set. Clock, engine thermometer, and dome light in sedans.

FENDERS AND RUNNING BOARDS—Fenders heavy sheet steel full crown type; baked enamel finish, assembled to car with fabric packing strips. Wood running boards, rubber ribbed mats with chrome plated binder.

FLYWHEEL—Gray iron statically balanced, starter gear teeth cut in steel band shrunk on flywheel.

FRAME— $\frac{5}{16}$ " pressed steel, 7" channel, wide flange, six cross members, three gusseted cross bars and three torsion-resisting members in form of tubes. One tube at center and one at each end. One tension member under rear motor support.

FUEL SYSTEM—Fuel pump with sediment trap on right side of motor operated by camshaft. 17½-gallon fuel tank mounted on rear of frame. Electric fuel gauge located in instrument panel.

HORN—DeLuxe Vibrator type, adjustable for tone and volume, located under hood. Horn button at top of steering column.

IGNITION—Two-coil, two interrupter points, waterproof distributor; semi-automatic advance; 6-volt battery ignition.

LAMPS—Jordan design double filament bulb; chrome plate head lamps, cowl lights, combination stop and tail light. Instrument panel indirectly lighted, dome lamp on sedans. A separate lamp provided with individual switch will illuminate the steering gear coincidental lock, making it easy to insert key at night.

LUBRICATION ENGINE—High pressure to all crankshaft, camshaft, and connecting rod main bearings; all other parts lubricated by spray from connecting rods, excepting timing chain and sprockets, which are lubricated by direct oil leads to timing chain case. Oil capacity 8 qts. Pressure gauge on instrument panel. Oil level indicator left side, center of crankcase. Oil filter left side near front motor support, oil pump submerged in oil reservoir, gear driven from camshaft.

OVERALL LENGTH—172" without bumpers.

PISTONS—Light weight steel strut aluminum alloy split skirt. Fitting clearance .002" to .003". Length 3½", equipped with two $\frac{1}{8}$ " plain rings, one $\frac{1}{8}$ " oil ring, one $\frac{3}{16}$ " double oil wiping ring, all located above piston pin.

PISTON PINS—Steel, case hardened, lapped, and burnished; $\frac{5}{16}$ " diameter, 2½" long, floats in connecting rod and piston.

PROPELLOR SHAFT—Seamless steel tubing, forged ends electrically welded, diameter 2".

SHOCK ABSORBERS—Hydraulic, standard equipment all models front and rear.

SPARK PLUGS—Metric 18 m.m. heavy duty.

SPRINGS—Chrome manganese steel, semi-elliptic front and rear, front length 37", width 2", rear length 57¾", width 2".

SPRING SHACKLES—Oilless, shock absorbing, noise insulating shackles, due to the flexible taper rubber bushings. No lubrication service required, shackle action absorbed in rubber bushings.

STEERING GEAR—Worm and sector, Marles type, with ball bearing sector tooth. Worm mounted on two tapered roller bearings permitting end play of steering column tube to be adjusted for wear. Ratio 18 to 1. The 18" safety steering wheel specially constructed with weighted hub to prevent road shock being transmitted to the rim of the wheel. This wheel has a one-piece steel spider with spokes and rim covered with moulded rubber. In case of accident it will not break and pierce the driver, but will bend under terrific force.

TIMING CHAIN—Silent chain .400" pitch, width 1¼", length 75 links, external adjustment at generator.

TIRES—Balloon cord, non-skid tread, 30 x 6.00, tire inflation 35 lbs.

TRANSMISSION—Three speeds forward, one reverse, selective sliding gear type. Standard shift, main shaft mounted on ball bearings with roller bearing pilot. Countershaft gear set mounted on roller bearings, all gears chrome steel, oil hardened.

TRANSMISSION GEAR RATIO—

Gear Ratio	Propellor Shaft	Final Drive at Rear Axle	
		Final 4¼"-1 or Final 4⅞"-1	
Low	3.12 to 1	13.26	13.89
Second	1.69 to 1	7.18	7.53
High	Direct	4.25	4⅞ to 1
Reverse	3.78 to 1	16.08	16.83

TREAD—59" rear, 56" front.

TURNING RADIUS—21 feet, extremely short for traffic and parking.

UNIVERSAL JOINTS—Two used, metallic type, oil tight.

WHEELS—Wood artillery type, demountable rims, wire optional at additional cost.

WHEELBASE—125".

JORDAN MOTOR CAR COMPANY, Inc., Cleveland, Ohio

